

THE WORLD OVER

FIRE DESTROYS EGMONT HOME

Fire on Monday night of this week destroyed the \$20,000 home of Earl of Egmont, two miles south of Calgary, and the occupants escaped in safety. Cause of the conflagration has not been stated. The Countess and her son, the family silver bearing the family crest had been taken off by the Earl since 1768. Some valuable paintings were also destroyed in the fire.

The Earl of Egmont plans to have the structure re-built immediately.

NOTICE—ELEVEN PRIVATE

BILLS GIVEN ASSEMBLY CLEARED
EDMONTON.—Notice of eleven private bills for the Alberta Legislature session, introduced on February 10 have been filed with the Alberta Auditor of the legislative assembly. Six of these bills are to incorporate Hutterite colonies as religious units. Other bills concern the Alberta Motor Association, Mutual Hill Insurance Company, and Calgary and Edmonton charter amendments.

13 DIE IN DIRIGIBLE DISASTER

MOSCOW.—Thirteen persons died in the crash of the Russian dirigible Vityaz, which brought the four Russian scientists on an ice floe in the Greenland sea. The crash occurred yesterday in the Kandalaksha district of Murmansk province above the Arctic circle.

The Vityaz had been expected to land at 10 p.m. yesterday to have remained in the air for 36 hours on test flights, thereby exceeding by 11 hours the previous record duration flight set up by the Graf Zeppelin in 1935.

MAI DISCARD NAVAL TREATY

LONDON.—Prospects of an armistice naval war appeared dim as reports from Tokyo indicated Japan would withhold the information requested by Great Britain, the United States and France concerning naval construction.

TOKYO.—A conference of Japan's senior naval officials was convened to decide whether to extend their existing program which would not be disclosed to Great Britain and the United States.

Japan's failure to give assurances she would adhere until January 1943 to terms of the treaty would force Britain and the United States to invoke clauses in the treaty permitting them to compare with any other power. France was taking the same attitude toward Japan.

VOLUME 17; NUMBER 2

HIGH SCHOOL PUPILS HOLD MIXED BONSPIEL AT THE CURLING RINK

Ten Rinks at Eganville Played Were Eight-Enders

The annual mixed bonspiel of the high school pupils was played at the Carbon Curling Rink on Saturday last ten rinks were entered in the play. Seven rinks were won by the girls, and many close contests resulted, with great enthusiasm being shown by all.

First prize \$100 was won by Francis Poxon (skip) of Glebehouse Gordon Manzell and C. Gurnett.

Second—E. Pugh (skip), R. Atkinson, E. Conner and E. Torrance.

Third—A. Olshauer (skin) G. Lemay, A. Lonsay and Stella Dovdy.

Fourth—Frank Heath (skip) Club, Goudie, Marjorie Mortimer and M. Cameron.

Prizes were donated by Carbon merchants.

JELL-O ICE CREAM POWDER

Remedies Required

Drivers of automobiles and trucks who protect themselves against financial loss arising from damage to their own cars or to the cars and property of others as a result of highway accidents are going to pay more for the privilege during the coming season.

In other words, the cost of automobile insurance has increased, a sharp advance in premium rates having been put into effect, on new business as from January 1 and on renewal business as from February 1.

The reason for the advance in rates, according to the writers of insurance policies, is that the cost of repairing damage to the non-board companies, is a very material increase in the record of accidents involving loss of life and injury as well as property damage in 1937 in the western provinces, a statement which is substantiated by officials of the provincial departments of transportation.

At the time of writing accident and damage statistics for the entire year were not completed, but sufficient data had been compiled to show that, in one of the provinces at least, the record of accidents and losses at the end of November 1937 was substantially greater than during the whole of 1936.

* * *

The record is one that the automobile drivers in the west have little reason to be proud. It marks a distinct regression in the progress of civilization when the highways of the country become increasingly dangerous year by year, despite safety publicity campaigns and searching inquiries made by the insurance companies to determine the causes of the increase in at least two-thirds of the cases of uninsured accidents. The latter, of course, can never be achieved as long the human element is a factor and defective equipment a potential creator of crashes but unquestionably precautions and safeguards can be adopted which would very much reduce the risks, when the public consciousness can be aroused to the degree necessary to bring about general improvement.

The onus for the enforcement of greater safeguards for the protection of human life and limb and property on the highways is definitely upon the responsible driver and the general public, and unless this prorogative is exercised and made effective the time may come when the drivers may drift into the ranks of the uninsured. Already there are many who are afraid to drive at night, and this growing dread may ultimately deprive them also of the pleasures of daylight driving on the main arteries of traffic.

Paradoxically, though it may seem, two of the causes of the increase in the number of accidents will be attributed to the continued use of decrepit vehicles of ancient design with defective brakes and threadbare tires and the appearance on the highways last summer and fall of a larger number of new and late model high-powered cars.

Buying More Power

That the former should be the cause of accidents need occasion no surprise as the use of the newer models are also responsible because drivers who are used to driving from a placing of 100 miles per hour or more last year, to a modern standard of speed with great power and high speed potentialities under its hood, failed to realize its capabilities when unleashed and, in most cases, were unable to control the vehicle when it got out of control, and because of that, sometimes out of their control when emergency arose.

Then, too, there is reason to believe that there are too many drivers on the highway, intoxicated, partially intoxicated or slightly under the influence of liquor, constituting a grave menace, not only to themselves and their passengers, but to all other drivers, to the extent that caution and drivers, as well as other users of the path of travel, including pedestrains and cyclists.

The Drunken Driver

To eliminate the last mentioned from the ranks no measures can be too stern. The man who carries in his hand the unmitigated danger of liquor gets behind the wheel when the vehicle becomes a roaring juggernaut, and, in most cases, if he is not stopped before he reaches the limit of his醉酒, he will kill.

What should be done about the inebriated and drunk drivers is a more intricate problem, however, than the one of the drivers who are suffering from physical disabilities who should not be allowed to sit behind a car wheel. In theory, in these provinces whose government issues operators' licences, the inebriate should not be issued with a licence at all.

This is very much open to doubt when the perfunctory manner in which these licences can be issued is taken into consideration, and it should not be overlooked that the inebriate, having obtained a licence, and in the form of on a quiet side road may not be competent to handle a late model, high powered car, on a crowded highway where there is considerable congestion and frequent stops, attaining a speed that a more careful check of the competence of the driver when he comes into view would be in order.

For Lower Insurance

Insurance premiums were not only adopted but more rigidly enforced with which came the result that the insurance companies assumed that traffic loss figures would decline with a resultant saving in costs to the insurance companies and the decreased cost of insurance against death and disaster on the open road.

And then there was the Englishman living in Italy who went to Switzerland to have his dental work done, feeling perhaps, that it was not safe to open his mouth in those countries.

More than 70,000 books have been written about Napoleon Bonaparte according to a London critic.

Cats first was manufactured in Calcutta, Madras, from which city it derives its name.



... STOPPED IN A MINUTE ...

Are you bothered with the tickling irritation of insect bites? If so, stop it with ITCH. It is a quick, effective remedy. It is safe, non-irritating and non-allergenic. It is a prescription of the D. D. D. Company, Inc., New York, and is available in 1 oz. bottles and 1 lb. jars. A 1 lb. jar holds 12 lbs. of ITCH.

The Sugar Beet Industry

Foundation Was Laid By Emperor Napoleon In 1811

"Two things you answer curiously," he said. "It is probable you never gave the two lumps of sugar a thought. Even if you did, how many of us do? Did you know that the man who first made possible the commercial development of sugar from beets was Napoleon, Emperor of France, or that the sugar you take in your morning coffee is just as likely to be made from Canadian-grown sugar beets as it is from the more widely known sugar cane?

Sugar, as far as we can ascertain, was first produced in Europe in 300 B.C. and was known in India and China in 200 A.D. It was not until the 15th century, however, that the first sugar beet was grown in France. In 1811 Napoleon established six sugar beet schools, laying the foundations of an industry which has since multiplied into a major world-wide concern.

Historians and Hollywood are full of enlarging on Napoleon's military and amateur campaigns; but they have had little to say about the boom which followed his introduction of sugar beet industry. Since those early days scientific methods of seed breeding and cultivation have taken many steps forward. Canadian sugar beet production has four times as rich in sugar content, as the beets of Napoleon's day, and factory methods have progressed to the stage where manufacturing is an exact science, with every feature well planned and scientifically controlled.

Lamplreys in Great Lakes

Parasites That Are Proving A Threat To The Fishing Industry

A most serious threat to the commercial fishing industry of this country is seen in the spread of the sea lamprey to the upper lakes from Lake Ontario and its tributaries. The sea lamprey is a fish-like eel-like creature which attaches itself to fish, rips a hole in the skin, and then gorges on the victim's blood. Adding insult to injury, it injects chemical substances into the blood to prevent coagulation at the wound.

Report to the United States Bureau of Fisheries at Ann Arbor, Mich., and to the University of Michigan's School of Fisheries indicated that spread of the parasite.

The lamprey migrated to the western lakes, apparently through canals which enable them to pass the impassable Niagara Falls.

Comparative newcomer to Lakes Huron and Michigan, it has not been found in Lake Superior, coides of the fact that it cannot penetrate the straits.

Dr. Carl L. Hubbs, University of Michigan ichthyologist, reported that in nearly all cases recorded in Huron and Michigan, the lamprey was found in the deeper water, and he advised that to combat the parasite it would be necessary to report location of all spawning runs as a step in eradication of the menace. Sea lamprey and native lamprey can easily be identified by the ctenoid scales on the body. The lamprey is larger in size, has a mottled coloration lacking in the lake species, and has two distinct dorsal fins.

Savings Bank Deposits

Total Of All Savings Banks Placed At \$1,585,849,472!

At Oct. 31, 1937, there were 536 Canadian banks with deposits in chartered banks, trust companies and savings associations, totaling \$1,585,849,472.

Current deposits of 100,000 or more, numbered 27,410, from \$5,000 to \$10,000 there were 36,343 deposits, and 2,374 with deposits between \$25,000 and \$50,000.

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A Vision Of The North And Its Great Mineral Wealth As Seen By Lord Tweedsmuir

The great wealth in the north, of course, is its minerals, of which we have only scratched the surface. The Laurentian shield runs pretty well from Hudson Bay to the east bank of the Mississippi. At present, the cost of transport, only the more precious metals can be profitably mined. No man can say what developments there are in store in the future, but the indications are that they will be very great. As for base metals, there are indications of a great wealth of copper right up to the Arctic shores.

But that is all we can speculate. All we can say is that the whole of the Canadian Barrens are probably a vast mineral treasure house.

Development depends wholly upon transport. This will depend upon rivers, but it will also depend wholly upon the air. At present air transport is expensive and the future of the north depends upon its cheapness. The aeronautics industry has had a head start of oil and gas and is inclined to think there is a great future for oil in the Abasand and Bitumon areas near McMurray, and the Imperial oil wells north of Fort McMurray are already producing for local consumption.

If the oil-bearing capacities of the north can be developed there is no reason why air transport should not be greatly refined in the future. There is no country in the world where, owing to the immeasurable waterways, it is safer both in Summer and Winter. In any case it looks as if the north would be the chief center of air transport in the future. If the Atlantic air services are established, the European mails for China and Japan will go by the Mackenzie Basin.

The north is a large number of smallish industrial centers in close touch with civilization by radio and the air. The winter climate is severe. The Winters clip off the north like a scorpion's claws. Such centers would have all the decent appearances of civilization in the shape of frequent mails, a properly varied food supply and medical attention. They may stay and many others would go in and out by water, but the main form of transport would be the air. The work of the signalmen in providing meteorological information is already excellent and, with proper meteorological advice, flying in the north can be probably made safer and more regular than anywhere else in the world.

But this future depends upon a chain of hypotheses, the most important being the cheapening of local airfields. The north is not an easy problem for Canada, but it offers a wonderful chance. She has already made a fine performance to her credit—just as fine as the much-vaunted Russian development of Northern Siberia. She has there, at all events, to do the starts with two great advantages: the assets are there, and she can produce the right kind of men to develop them.—Lord Tweedsmuir in London Sunday Times.

The Oldest Trade

Farming Is Also The Cleanest One

The Port Edward Out, Nev., says farming is perhaps the oldest if not the cleanest trade of this old world of ours. It must have taken many years to develop wheat from the wild grasses. The wheat crop has grown from year to year. We have better wheat now than we had 50 years ago, most of the improvement was accomplished by the perfect science of grafting. It requires skill for proper grafting; it depends very much on the training of hands is closely akin to the successful and clever training of children. It is closely akin to the joy of parenthood.

The hardness of the metal in tools is tested by a hammer dimpled headed and bent free from a height of about ten inches. The rebound of this hammer is measured and engineers determine the hardness of the steel.

Lady: "So you are on a submarine? Tell me, what do you do?"

Sailor: "Oh, I run forward and hold her nose when we're going to dive."

The secrets of any of their tricks cannot be protected by magicians. They must rely on the integrity of other magicians to keep their tricks from becoming general property.

One big ice line recently sold \$5,000 worth of newly ordered chinaware for \$500. Reason: The chinaware too heavy.

Hard To Realize Now

That Canada Was Once Hotter Than The Tropics

The climate of Canada, 400,000 years ago, was hotter than tropical. Dr. Fritz sat at her desk in the Royal Ontario Museum of Paleontology recently, and talked about things which, by a paradox, are so familiar to us. Between three and 400,000 years ago coral reefs abounded around the southwestern fringes of Ontario; sponges lived in the warm washing over Hamilton and Guelph, and corals were flourished in the present site of Peterborough. Dr. Fritz looks coolly back through the ages. The prairie provinces are about the driest places in Canada at present, but a mere century ago they were swept by a vast inland sea.

Outside her office she shows you reconstructed skeletons and other remains of half a dozen species of mammals and birds which grazed on the lagoons and battened on the swamp shores of central Alberta in a vanished age. She shows you also that giant club moss and horsetails which grew in the hot tropical loess of the Cote Breton district 200,000 years ago, now the core you burn in your furnace.

Dr. Fritz is one of the directors of the Museum of Paleontology, the branch of science which deals with fossil remains or traces of animals and plants found embedded in certain rocks of the earth's crust.

Just Ordinary Height

Shorter Men Will Be Accepted For London Police Force

Those lousy bobbies who are London's most familiar landmarks, are about to be the tallest of the tall men. In order to facilitate recruiting, the metropolitan police commissioner has announced he will accept men of five feet eight inches, an inch shorter than the former minimum. The new measurement is only ¾ of an inch more than the average height of Englishmen compiled in a recent survey. The average height of an Englishman is five feet, 7½ inches. The average Australian man is five feet 5½ inches and Irishmen five feet, eight inches.

Family life isn't on such a stable basis since it got on a parabola basis since it got on a parabola basis.

Color-Economy in Heirloom Afghan



Household Arts
by Alice Brooks

Afghan Is
Easy - Just
Worked
Back and
Forth In One Piece

PATTERN 6040

Economy that you'll enjoy... a colorful afghan that takes only about as much work as you can need for one this size! And only seven yards of yarn! Crochet with a large hook and four strands of cotton. Any color combination will do a great job. In just 600 hours you'll be ready to begin directions for making the afghan; an illustration of it and of the stitches used; material requirements; and color suggestions.

To receive the pattern send 25 cents in coin stamps to the address:

(4) Household Arts Dept., Winnipeg, Manitoba, Union, 175 McDermot Ave. E., Winnipeg.

There is no Alice Brooks pattern book published

An Age Of Specialists

The All-Round Handy Man Has Disappeared From Our Lives

Many persons deplore the fact that an age of specialization. They regret that we have doctors who won't operate except on the left ear, lawyers who take only bicyclic accident cases, teachers who spend a life-time abstaining from sex.

Where are the old-time persons they ask, who could do everything and do it pretty well?

Good heavens! They are gone in the mist of complexity that surrounds modern life. Just as an illustration: In the early days of motoring, every man was his own mechanic. He had to be, because there was not any mechanics who knew cars.

He could be, too. For the early cars were pretty crude and simple. A car, it is estimated by manufacturers, has perhaps 33,000 individual parts in the standard four-door sedan.

All the rest of life is like that today. Boy, page us an expert!—Daily Commercial News.

When a couple becomes engaged in Persia, an alimony agreement is drawn up immediately. It takes effect in event the marriage ends in divorce.

Granite is a fine-formed rock which has been exposed to great heat and pressure.

Good greyhounds sell for as much as \$375 each in England.

In Flanders Fields

War Veterans Of Four Nations Pay Tribute To Soldier Poet

Diplomats and veterans of four nations gathered at Wimereux cemetery in France to honor the memory of Lieut.-Col. John McCrae, Canadian physician-soldier who achieved lasting fame with his poem, "In Flanders Fields."

To mark the 20th anniversary of his death in Wimereux hospital Jan. 28, 1938, a distinguished gathering of French, British, Canadian and American officials dedicated with the major test, Hon. Philippe Roy, Canadian minister to France, presided. Sir Eric Phipps, British ambassador to France; French Peninsular Minister J. L. Chauvelin; and William C. Bullitt, United States ambassador, were present.

War veterans attended under the auspices of the International Federation of the Societies of War Veterans.

Why the experiment. Try a month of actually showing interest in the problems and solutions of the business you are in. You will be pleasantly surprised to note how much better you will be able to do your job if you will only "make your job interesting!"—Kitchener Record.

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Adventure Of Scientists Who Are Drifting Over Arctic Wastes On Ice Floe

The Kings Of Egypt

Tracing The Rulers From The Time Of Cleopatra

It should make a pretty sight for the professors of history whether you're given full credit or not, the second Egyptian Queen, said Cleopatra. Her only predecessor is the present Queen Mother, Nazli, widow of the late King Fuad, under whom Egypt was founded in 1922. The ruler of that ancient kingdom is nearly 2,000 blank years to the royal playmate of Julius Caesar and Mark Antony.

But the professors might point out Egypt had kings, and probably queens, a thousand years and more after Cleopatra. They were called Sultans. One of them is familiar to many Western scholars and schoolboys, the Sultan of Sennar, Saladin, who did so much to make Richard the Lion-Hearted's stay in the Holy Land interesting and exciting.

After Saladin there were Sultans in Egypt off and on for several hundred years, bearing another famous name, the Mamelukes. Perhaps they gave a shadowy allegiance to some ruler or other, or perhaps not. There are what are called "tiny little hammocks ten feet high" and "smooth ice fields suitable for the landing of a whole squadron of heavy aircraft." A man named Shirshov, scientist, called the mounting fears for the safety of his expedition. The ice might crack into smaller pieces, it was argued. "Let it crack," he answered in effect. "We will let the fundamental instruments survive and heavy freight on a floe which was much smaller and which cracked in 20 places."

More than a month ago, the leader, Shirshov, began food supplies. The tent which he and his men have called "home" for so many months can be lifted bodily and carried to a new spot. But now, it is generally agreed, it must be left intact on the fast coast of Greenland that presents insurmountable dangers—the men might conceivably travel over pack ice to a warmer water farther south, and then drifts and ice-breakers which were to have brought the scientific expedition back in April will be sent out at once. If the ice breaks, and with the cold weather the radio and phones on the ice ought to land in safety on the smooth surface that Shirshov has described.

Shirshov is set for these extraordinary Soviet scientists, there is also the assurance that they belong to the most experienced Arctic organization that the world has ever seen. A man named Ponomarev Schmidt's responsibility, a man who planned the whole magnificent scheme of conquering the Arctic, a man who has saved himself in far more trying situations than this, in which the drifters find themselves, should know how to bring to a happy termination the daring enterprise which he began so auspiciously.—New York Times.

On May 21 Professor Otto Schmidt landed with four airplanes on an ice floe near the North Pole and there established a scientific station on which the eyes of the world have been fixed. The four men left behind—Papakin, Kremel, Shishov and Fedorov—have been sending reports on the weather, deep-sea life, currents and other matters about which little has been known.

On the whole, the floe has drifted in the anticipated direction, with the current that flows between Greenland and Spitsbergen. All during November the company has moved toward Spitsbergen. Latterly it has moved toward Greenland. Since that eventful May 21 the expedition has covered 1,000 miles—700 along the coast of Greenland and 300 across the flat 78 degrees latitude in what Professor Schmidt calls "the most interesting portion" of Arctic waters—interesting because it has not been previously explored.

The ice is ten feet thick and about a mile and a quarter in diameter—big enough in Shirshov's optimistic view for a small town with houses, schools, sports and parks. There are what he calls "tiny little hammocks ten feet high" and "smooth ice fields suitable for the landing of a whole squadron of heavy aircraft." A man named Shirshov, scientist, called the mounting fears for the safety of his expedition. The ice might crack into smaller pieces, it was argued. "Let it crack," he answered in effect. "We will let the fundamental instruments survive and heavy freight on a floe which was much smaller and which cracked in 20 places."

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Canadian Railways

Are Leading In Work Of Increasing Our National Wealth

The Canadian railways are leading in the work of increasing the country's wealth, and in bringing into our territory where there are natural resources to be developed, President S. J. Hungerford, of the Canadian National Railways, believes.

Development of the great areas of Quebec and at Pin Flon, Man., were examples of large-scale undertakings made possible by railway construction in recent years, he told the Hallifax public meeting.

As Canada's economic condition improved, so would that of its railroads. Index figures showed that the value of the country's production was increasing, he stated.

"In an increase in general production from its present levels that will contribute most effectively toward the solution of the problems facing the railways in Canada, in particular, the method of increased production appears to be bright."

"Everywhere confidence is expressed that Canada is at the beginning of a period of rapid development. The size of her population is not unwieldy, her standard of living is high, her natural resources vast, and there is ample room for an increased population when economic conditions permit."

A goose has about 12,000 muscles under the skin that do nothing but control the action of the feathers.

Apples contain about 82.5 per cent water.



A remarkable photograph of the grotesque ruins of the famous \$2,000,000 Niagara Falls bridge as it lay at the bottom of the gorge, victim of the falls. Frequently referred to as Niagara's "honeymoon bridge" because of the number of newly-married couples who would stand on the bridge and watch the grandeur of the falls, it was also one of the main arteries for traffic between the United States and Canada.

BILL FOR DEFENCE WILL BE LOWER THAN LAST YEAR

Ottawa.—Canada's defence bill for 1938-39 will be \$2,000,000 less than last year, despite a proposal to purchase two new destroyers for the Royal Canadian Navy.

Expenditures by the department of national defence totaling \$34,034,364 compared with \$36,031,371 last year, are outlined in the estimates tabled in the House of Commons by Finance Minister Diefenbaker.

Purchase of the two new destroyers will bring Canada's naval strength up to six fighting ships. They will be named the "Crusader" and the "Cyclone" and will be bought from a British admiralty for delivery in the summer.

The increased destroyer strength will be assigned to duty on the Pacific coast. At present two ships are on the Atlantic and one on the Pacific. When the new destroyers arrive four will be stationed on the west coast and two on the east.

Navy service is the only branch of the department to show an increased appropriation in the new estimates. The increases amount to \$1,938,311 and there is also a slight increase for departmental administration.

Commitment in the total departmental vote comes through reductions of \$2,733,216 for military services, \$10,000 for air services and \$20,000 for general non-military expenditures.

The estimates are to provide for a continuation of the defence program laid down a year ago, the object of which was to provide a system of coast defence for Canada's coastline first on the Atlantic and giving preference first to air defence, secondly to naval and thirdly to repairing deficiencies in equipment of the marine service.

In military services further steps will be taken to repair equipment deficiencies, it was learned from the department. The amounts provided for the training of both permanent and non-permanent forces will also be increased.

Provision is made for the purchase of additional aircraft, amounting to those bought last year and improvements contemplated in air force facilities on the Atlantic coast. The second stage of fortification works on the coast began last year is projected for.

A departmental statement said: "The reduction in the total appropriation as compared with last year is accounted for by the following factors:

"1. The building construction program of last year is now well advanced to completion.

"2. A smaller number of aircraft is being purchased.

"3. It is not anticipated, having regard to the problem of obtaining deliveries, that so large a sum will be required for the purchase of stores during the coming fiscal year."

"Substantial reductions under these three headings are partially offset by increases to provide for enlargement of the naval and air force establishments."

Lowered Into Gas Well

Chief Drillers Recovered Drilling 100 Feet From Surface

Calgary.—"It was just like going down in an elevator," said William Heron, chief driller of Okaloa No. 7, in the south end of Valley oil field, describing how he was lowered 120 feet into the well to recover a drilling bit that had broken off.

Heron was lowered on the well's hoist with a safety rope around his waist. His right hand held the members of the safety rope while his left hand held the cable that would "snap in case I fell off the bather," he explained.

In about an hour he accomplished a job that might have taken weeks of "fishing" to locate the lost bit—a large piece of metal.

He had one worry. He feared the treacherous gravel walls would cave in.

Facing Food Shortage

People On North Channel Island Cut Off By Storms

London.—The 200 inhabitants of Rithlin island in the North channel between northern Ireland and Scotland were threatened with starvation after being cut off by three weeks of continuous gales.

Night of the inhabitants became alarming as gales and high seas continued to batter the British Isles, preventing food ships from reaching them.

World's Largest Ship

New Liner To Be Named After Queen Elizabeth

London.—The world's largest ship, an 86,000-ton liner now known as "No. 552" at the John Brown and Company yards at Clydebank, will be named after Queen Elizabeth at its official launching, scheduled for Sept. 27.

Queen Elizabeth has assented to request the new vessel, the Canadian White Star Line's sister ship of the Queen Mary, be named in her honor, and will christen the vessel at its launching.

It will be the first time any ship being built will own two liners christened by the Queen.

The launching takes place four years and one day after the launching of the Queen Mary, Sept. 26, 1934.

Shipping circles expect the new

ship to be the largest and fastest in the world. Its gross tonnage will be about 5,000 tons more than the Queen Mary and 2,600 more than the Queen Liner Normandie, which holds the speed record for Atlantic crossings.

Dredging has begun for an entrance to the dock where the Queen Liner will be based after completion. It is expected other dredging will be done at the foot of the ways to facilitate launching. A sum of \$10,000 (\$100,000) has been set aside by the Clyde trust to meet expenditures required by further river improvements.

That part of the river, Beardmore's Point, where the Queen Liner scraped when going downstream, is to be widened and the bank on the north side of the Clyde at this spot will be cut away.

New Bill Introduced

Would Give Government More Control Over War Supply Exports

Ottawa.—Adied power to control traffic out of Canada in munitions and war supplies would be vested in the government by adoption of a bill introduced yesterday by Senator George Munro of Montreal, who is chairman of the committee on munitions and armaments.

Proposed by Morgan Jones, Labor, the resolution branded the bombardments "crimes against humanity." It put the committee on record as believing that the growing need for aerial bombardment of defenseless citizens should be expressed in an international agreement to co-operate in its prohibition.

It urged the board to find the cause of the great difference in price of gasoline in Canada and western Canada.

Gasoline was being offered in Montreal at five cents a gallon, in western Canada, said Ross. Imperial in Regina was asking 15 cents or more for the imperial gallon.

"We're prepared to submit a complaint to the board to break down and in detail," said Lessonge. He said the cost statements would be submitted confidentially. The company's 1837 statement would be read before the board.

Ronald Wilkinson, Turner Valley producer, told the board he had been offered carriage of his oil in pipelines of the Royal Canadian Gasoline Co. since he signed a contract with the oil firm. Lessonge said he could not understand this. It is known that Sir James has been contemplating retiring soon even before he became ill and recent changes he informed were with this end in view.

No official information was available as to whether Sir James would resume his duties for a time before retiring.

Italian Plane Crashes

Four Lives Lost In Tragedy Off The Coast Of Brazil

Natal, Brazil.—An Italian trans-Atlantic seaplane piloted by Captain Mario Stoppani fell in flames off the coast of Brazil and four of her crew were lost.

Off Stoppani, skipper of the world distance record for seaplanes, was saved by a German rescue plane which later reported itself in difficulties, unable to rise from heavy seas and had to make a forced landing.

Stoppani plane crashed about 200 miles off the coast in an attempt to fly from Natal to Cadiz, Spain. He turned back after experiencing engine trouble several hundred miles from shore.

The four dead were Captain Enrico Comani and Captain Mario Viola, both veterans of the Italian conquest of Ethiopia, Sergeant Jano and Mechanic Pagliani.

MOVE IS MADE TO BAR AIR RAIDS ON SPANISH CITIES

London—Political rivalries were forgotten as parliament grouped international agreement to bar aerial raids on the heavily-laden cities in Spain.

Public opinion, horrified by attacks on civilians in Spain and the far east, approved the government's offer to help Spain in its efforts to obtain an accord between the Spanish factions to cease such raids.

The House of Commons unanimously adopted a motion presented by the Labor opposition and subsequently given government co-sponsorship appealing for an international pact to abolish bombardment of civilian populations.

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R.C.M.P. Command

Commissioner Wood May Succed Col. R. J. Jennings

Ottawa.—Deputy Commissioner S. T. Wood took over command of the Royal Canadian Mounted Police with the retirement of Col. R. J. Jennings, former deputy commissioner. Col. Jennings, 62, died yesterday morning.

Major-General Sir James MacBrien, head of the force, said it was difficult to select Col. Wood, who had been serving in the force for 25 years.

Col. Wood will succeed Sir James when he has recovered from the stroke he suffered last August prohibiting him from returning to his post.

Col. Wood carries every material that could conceivably be converted into war materials, including vitrals for gun and beast. The provision in the customs act amendment covered only actual munitions and machinery of war.

Concentrate At Singapore

Testing British Newly Completed Naval Fortifications

Singapore.—Fast scouting planes sped over the China Sea to locate approaching "enemy" warships as a minor but testing British naval newly completed naval fortifications began.

The manœuvres are to test Singapore's endurance in the event of sieges.

On the coast road leading along the coast were Singapore's 28-inch coastal defence guns and 10,000 men lay in wait at strategic points.

Twenty-five warships, drawn from the East Indies and China stations of the Royal Indian Navy, and 210 Royal Air Force planes participated.

It had one worry. He feared the treacherous gravel walls would cave in.

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A Great Canadian

LORD ATHOLSTAN, First Canadian Journalist To Receive A Knighthood

Lord Atholstan, publisher of the Montreal Star, died recently at his home in Montreal after a long illness. He was 76 years old.

First Canadian journalist to receive knighthood and a peerage, Lord Atholstan became a Baron of Huntingdon, a title chosen to commemorate the name of his birthplace, Huntingdon County, about 10 miles southwest of Montreal.

Born of Scottish parents in the little farming community of Atholstan, Highbridge, Ontario, he began his career as a lad of 15 under his uncle, the late F. H. Parsons, in the old Montreal *Telegraph*. From a shy farmhand, young Parsons grew to a reporter through his bent years to become president of the Montreal Star, the Family Herald and Weekly Star.

The rosy-complexioned little man who had known the meaning of working, through the days when they used horses to power the old press, became an ardent campaigner. And he used his journals to educate the public to the great development, the hot remembered of which was his successful fight for pantomization of city mills.

But his associations were not confined to the newspaper business. Not financial directorates included his name. No one knew the extent to which his financial affiliations reached. There was a quiet, unassuming attitude which won his affection for the men who worked with him in the pioneering period. They still found employment around his office. It was for his humaneness that he was loved by all who knew him. He knew them for instance, as the little fighting man who waged relentless war to gain proper care for those who suffered from tuberculosis. And he fought just as hard to prevent spread of the disease.

He was the storybook type of newspaper owner and publisher. His papers always were involved in campaigns for the candidates of his party or for the citizens of Montreal. He wanted the streets cleared of snow; gamblers ousted, book-making shops closed, and the police called up, standing in the interests of the city. But the people knew of the kindly man who knew the law and called every junior lawyer client in his building by his first name.

White Rally Waited

Duke Of Kent Hated For Pedestrian To Cross

It is nice to think of the Royal Family getting the Christmas spirit, too, and the story a woman friend told me about the Duke of Kent's visitation Road pleased me immensely.

She had been shopping; so laden with parcels was she that she could not even remember how many she had bought.

For at least five minutes she waited to cross the road near St. Pancras while the busy traffic swirled by.

Suddenly, as if by magic, the relentless traffic was stopped. Distant men sprang out into the roadway, and a line was cleared. Seizing her opportunity, my friend gaily stepped out into the expanse of open granite steps, and when halfway across she saw a large human bearing down on her.

A man alone, bare-headed, drove it.

On the从 the gittered a small crowd.

She jumped back, saw the Duke of Kent at the wheel and with great presence of mindlessness a hand to wave a greeting.

The Duke braked, laughed and waved her on with a gesture of despair as one would say, "I, too, know what Christmas shopping can be like."

While the police stood dumbfounded my friend completed her journey across the road in solitary and magnificient state, while Royal卫士和 even the ranks of *Tuscan* in the further pavement could scarce forbear to cheer. London Evening Star.

Idea Did Not Work

The Duke of Kent's spunkiness was so many victories in the sun that when he returned home his compatriots were consumed with envy and sought how they might humiliate him. Thus they thought to do by cutting him head sevenger of the city.

But Epimandus did not share, and performed his task with such skill and dexterity that all were forced to do him honor.

"When there is no glory in the task," he said, "I seek to bring glory to the work."

A rainbow never attain a speed of more than about 30 feet a second no matter how far it falls.

Prefer Plain Food

Rooms Of Ottawa House Dining Room Not Funny Eaters

A staff of 60, few of them seen by the public, is now busy preparing, serving and serving more for 500 guests who dine three times daily in the parliamentary restaurant on the top floor of Parliament House in Ottawa, looking out on the Chaudiere Falls, where many have made friends with Indians in 1865.

"Parliamentarians are easy to please," says Henry Levesque, head waiter of the restaurant. "In my 30 years here I have not had one bad food. People I have come across, and except for the occasional dietary case, which is given special attention, the plain the food, the better it is."

Uniform trim waitresses in ocean blue uniforms with white starched scalloped collars and cuffs attend the guests of 250 who are served at tables which are round, though not oval, and the seats are tucked under the tables, lighted by candle sconces and designed with individual alleys, the size of dinettes, along each side.

The latest in "kitchen equipment" is included in the workmen's tools and machinery behind the scenes in the kitchen. The largest bell is in the English style, and the smaller is to be mounted in a bourse bell in the Vestey Tower of Liverpool Cathedral, but though its cost, with the necessary supports and fittings, will be just \$1,000 it remains to be seen if this bell of 14 tons will not rank very high in the list of the great bells of history. It will be heavier than Big Ben which weighs 13 tons and cost \$100,000.

There is an electric motor, a bell ringer, who may be a good claim to being the most famous specimen of them all. But after Big Ben and a bell in Erfurt, which is a little lighter than the new Liverpool bell with the scale rises.

Great Paul, St. Paul's Cathedral, is 16 tons; Paris and Vienna have bells of 17 tons and upwards.

But the heaviest of all is 18 tons.

When we go to China there are Nanking with 22 tons and Peking with 531 tons.

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WORKS IN 2 WAYS
ON DISCOMFORT OF

COLDS



1. Take 2 sugar.
Honey tablets and
drink a full glass
of water. Repeat
treatment in 2 hours.

2. If sweat is more
than you want,
and if 2 "ASPIRIN"
tablets in 1 glass of
water. This cures headache
and soreness almost instantly.

No family need neglect even minor
headaches.

Here is what to do: Take two
"Aspirin" tablets when you feel a
cold coming on—swallow them with
water. Then repeat, if necessary,
according to the amount in each pack.
Help comes rapidly.

The "Aspirin" method of relieving
colds is the way most doctors
approve. —Take one "Aspirin" for
relief. —Then take another
"Aspirin" tablet when you are not improved
promptly. —The tablets are
"Aspirin" tablets are made in Canada. "Aspirin" is the registered
trademark of the Canadian Aspirin
Company Limited, of Windsor, Ontario. Look
for the name bayer in the form of
a cross on every tablet.

**Demand
and Get
"ASPIRIN"**



MADE IN CANADA

New Sea Lord

Sir Roger Backhouse To Be Chief
of Naval Staff

The British admiral announced appointment of Admiral Sir Roger Backhouse to be lord commissioner of the admiralty and chief of the naval staff. The admiral, who has been with the fleet for first six years, Sir Roger, who has been commanding-in-chief of the home fleet, succeeds Admiral of the Fleet Lord Chatfield, who has been rear admiral since 1933. Taking over the home fleet in 1935, Sir Roger, who is 59, has had an eventful 21 years in his command. No sooner had he had this flag in the admiralty Nearest than he was part of the fleet was ordered to the Mediterranean to watch Great Britain's sea communications as Italian transports passed through Suez canal en route to Ethiopia.

A year later the Spanish civil war led to further calls on Sir Roger's ships. The bulk of his fleet, however, was present at the coronation review at Spithead last May, when Sir Roger was senior flag officer in command.

"Yes, you have a baby brother, what's his name?"
"We don't know. We can't understand a word he says."

One Million People ARE PROTECTED BY

THE GREAT-WEST LIFE INSURANCE COMPANY

GIVE YOUR FRIENDS LIFE INSURANCE AND THEIR FAMILIES SECURITY APPROPRIATELY over one million persons. The following facts will interest men and women.

LIVING POLICYHOLDERS exceed over \$100,000,000 in 1937. The Company has paid more than \$100,000,000 to policyholders and beneficiaries since it was founded in 1891.

1229 POLICYHOLDERS DIED in the year and more than \$100,000,000 is paid to beneficiaries.

NEXT TO STATE LIFE—over \$100,000,000—again shows an increase.

BUSINESS IN 1937 now amounts to nearly \$100,000,000—a substantial

gathering of the year.

THE ASSETS also show a gratifying increase. They belong almost exclusively to the company.

LEGAL PARTICIPATION RETURNS to policyholders are being continued.

STEWARSHIP is the Company's watchword. The year's figures indicate the vast and lasting field in which stewardship operates and show the importance of the welfare of many people when gathered together in a cooperative enterprise.

Important Items for 1937

Insurance and Annuities in Force

\$58,511,467

New Business in Insurance and Annuities

\$83,000,445

Payments to Policyholders and Beneficiaries

\$11,287,911

Assets

Liabilities

\$15,805,166 \$15,356,098

Surplus, Contingency Reserve

\$6,449,268

WHAT HO!

—BY RICHARD CONNELL

By Arrangement With Thomas Allen, Publisher, Toronto.

CHAPTER V.—Continued

"And where is this Punder you speak of so highly?" inquired the earl.

"I am Punder," said Punder.

"How do you do?" said the earl.

"Will you sit down?"

"I'll stand."

"You wish, Mr. Punder; but please don't point your hat at me like that. Remind me again."

Punder paid no heed to this request.

"What's this? I am about to make a call on you?" he demanded, raking Ernest with a bovine glare.

"May I present Mr. Ernest Bingley?" said the earl. "One might have guessed it," he said.

"Like Punders?" murmured Ernest.

Punder chose to ignore this. He addressed Ernest.

"Let me tell you that whenever you are and whatever you are, you can't bag the place from under Punder's nose."

"My dear Mr. Punder," said the earl, "let me speak for Mr. Bingley and say that your nose was not even of the same color when he and I came to terms."

"Is that London solicitor of yours a fool or a knave or both?" Punder demanded.

"I am just asking," said Punder.

"I had a bit of a chat with him and he said it with a smile."

"And so he did," said the earl. Then struck by a disturbing thought, he added: "I am not quite sure that—but he must have mentioned you—but he was in long-hand—he's of the old school, you know—and I am not sure of the name."

"Well, what about it?" asked Punder.

"What about what?"

"Me and the castle."

"I may not go through it from stem to stem if it were to you, Mr. Punder."

"You're an American, aren't you?"

"Punder in third-degree tones," said Ernest.

"Then you know what 'how much' means."

"I do," said Ernest, stiffly.

"Your option or whatever you have on this place?" said Punder.

When Ernest was ready in reply, Punder rushed on:

"I ought to tell you, said the earl.

"Well, then, how much?"

"Is this a game?" asked the earl.

"How much for what?" asked Ernest.

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"Is this a game?" asked the earl.

"How much for what?" asked Ernest.

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Issued Every Thursday at
CARBON, ALBERTA

Member Alberta Division Canadian
Weekly Newsprinters Association
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Editor and Publisher

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try raw oyster invigorators and other
stimulants in new OSTEREX Tonic
Tablets. Tone up worn-out exhausted
workers. No prescription needed—
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south-west of Carbon, two pigs. Own-
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time you want warm, comfortable
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pleasant trip, even in the coldest
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Visits, Operates, Consults in
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Women.

THEATRE

THURS. FEB. 10

Claudette Colbert, Chas. Boyer
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new sensation, thrilled London, and
captured New York.

THURS. FEBRUARY 17

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W. H. McDANNOULD, B.A., B.D.
Minister:

Mrs. A. P. McKibbin, Organist
Mrs. Bruce Ramsay, Choral Leader
Jas. Gordon, Sunday School Sup't.

Carbon, 11.00 a.m. Belvoir, 5:00 p.m.
Irriana, 7:30 p.m.
Sunday School 15:10 a.m.

ANYTHING TO SELL? TRY
A TOR SALE! ADVT.

THE CHRONICLE, CARBON, ALBERTA

OPEN BEAVER SEASON

EDMONTON—W.H. Wallace, provincial fish and game commissioner, has announced an open season on beaver from March 1 to April 23 in northern Alberta. There is no limit as to the number of beavers which may be taken, nor is there any limit as to the size of the beaver to be taken from April 16 to April 30.

At the local rink on Monday night the Drumheller Bink Rats defeated the Carbon Taxies in a fast game, the score being 2-1 for the visitors.

Three Carbon rinks have entered the Swallow bonspiel this week. A. F. McKibbin, F.J. Bessant and S. J. Garrett are the skips.

Dave Anderson returned Saturday after spending a few days in Calgary attending the School Trustees' Convention.

INTERESTING FACTS

The multispar, cellular wing built for the government is said to be able to withstand machine gun fire.

John C. Calhoun, vice president of the United States under John Quincy Adams, was the only one ever to resign from that office.

Apple pie is the favorite of the American nation. Blueberry pie runs a close second.

LOW WINTER EXCURSION FARES TO PACIFIC COAST

and

California Points

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Canadian Pacific

Snicklefritz----



Newlywed Husband—Do you mean to say the wedding isn't over course for dinner tonight? Just cheese!

Wife—Yes, dear. When the chops caught fire and fell into the dessert I had to use the knife to put it out.

They were arguing as to whether it was more to say of a hen "she is sitting on eggs" or is she "sitting on the nest." The question did the farmer, "don't interest me at all. What I want to know is when a hen cackles is whether she is laying or lying."

"What is a dramatic critic, Dad?" "A man who gives the best beers of his life to the theatre."

"Oatmeal, oatmeal—every day we have oatmeal," lamented Willie. "I'm sick of it," said Fred, "no wonder they call it a serial."

"When you asked her to dance did she say 'just now'?" "Did she? Why was she on my feet in an instant?"

She: Some men think after fame, success and money come after money. He: And I know something they all thirst after.

She: What's that?

He: Salted Peanuts.

"I realize I owe a lot to my country," I declared to the tax collector. "I've too much of a 'mate,'" whined a sympathetic voice. "You're not the only one that has not paid his taxes."

"You hammer those nails like lightning," fast, you mean?" "No, you never strike twice in the same place."

The mallard druk is the wild ancestor of most of our domesticated ducks.

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CHOICE OF TRAVEL
IN COACHES, TOURIST
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You can choose from such Dried Fish as Cod, Haddock, Hake, Cusk, and Pollock, and such Pickled Fish as Herring, Mackeral and Alevines . . . and every one of them can be served in tasty, different ways.

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